

Submitter: Donna Torres
On Behalf Of:
Committee: Joint Special Session Committee On Transportation
Funding
Measure, Appointment or Topic: HB3991
Chair & Committee Members,

I am adamantly OPPOSED to HB 3991.

Vehicle fees are up 168% since 1995 (an all-time high) and fuel tax revenue is 21% since 1995. I am appalled that legislators are focused on raising Oregonian's taxes to fund an agency (ODOT) who made a \$1.1 BILLION "accounting error"? Legislators need to be focused on realigning ODOT's priorities rather than projects that are not aligned with ODOT's core mission.

Oregonians are under huge tax burdens in this state now and in reading the text of this ABSOLUTELY HORRIBLE bill, I find it appalling that any legislator would vote to add more taxes on their constituents. Low-income, senior citizens, students, middle-class workers are suffering, barely able to buy groceries and pay their electric bills as it is. How could any legislator in this state look us all in the eyes and state they want to increase registration and title fees, implement a per-mile usage charge AND add more taxes to an already high taxed fuel? Where does it stop? Folks cannot afford this bill! When are our legislators going to hold these agencies like ODOT accountable for the waste and misappropriation of funds?

A legislator is to represent the people, not harm the people. Can any one of the legislators that vote to implement taxes on it's people say that they represent the majority of the people in this state legitimately? Take a look at all of the number of testimonies submitted. It's time legislators represent the people as this is taxation without representation..

Implementing a per-mile usage charge inherently penalizes those who drive longer distances—often out of necessity. Rural residents, who face limited public transit and longer commutes, and low-income households with older or less efficient vehicles, would bear a disproportionate financial burden. This approach widens inequities rather than correcting them.

While incentivizing electric (EV) and hybrid vehicles is important for environmental goals, mandating per-mile charges specifically for these vehicles undermines that effort. EV and hybrid owners have already invested in cleaner transport—taxing them anew disincentivizes adoption, hampering the state's environmental ambitions.

Vehicle-miles-traveled (VMT) systems often require tracking devices or odometer reporting, raising significant privacy and administrative challenges. Such complexity increases the risk of corruption, enforces surveillance, and imposes additional infrastructure and oversight costs on both citizens and government agencies. The annual fee alternative does not adequately address these systemic concerns.

HB 3991 mandates performance audits of ODOT and alters governance structures, but without clear evidence on cost-benefit outcomes. There is insufficient data demonstrating that per-mile charges would generate net benefits or adequately fund transportation needs—especially when considering equity and administrative overhead.

This bill imposes undue burdens—particularly on rural, low-income, and clean-vehicle drivers—without guaranteeing equitable outcomes or cost efficiency.

I urge the Committee to oppose HB 3991 and instead pursue policies that balance funding needs with fairness, environmental goals, accountability and civil liberties.

ENOUGH IS ENOUGH! NO MORE TAXES!!!!